

5.6 percent. Non-agricultural workers (in thousands, with percentage of total): Manufacturing—durable goods, 133.0 (8.4); non-durable goods, 108.1 (6.8). Non-Manufacturing—services and mining, 317.3 (19.9); retail trade, 298.6 (18.7); State and local government, 251.9 (15.8); federal government, 131.1 (8.2.); contract construction, 102.5 (6.4); finance, insurance, and real estate, 85.6 (5.4); transportation and utilities, 84.6 (5.3); wholesale trade, 80.0 (5.). Total non-agricultural employment, 1,593.6.

**Manufacturers, 1977.** Number of establishments, 3,923; total employees, 241,900; total payroll, \$3,407,100,000; total value added by manufacturers, \$7,108,700,000. Most important manufactures: food and kindred products; primary metal products; electric and electronic products; transportation equipment; chemical and allied products; and machinery (except electrical).

**Selected Industries.** Maryland's ten largest employers: Bethlehem Steel Co.; C & P Telephone Co.; Westinghouse Corp.; Baltimore Gas & Electric; Montgomery Ward & Co.; Giant Food; Sears Roebuck & Co.; General Motors; Western Electric; Marriott Corp.

**Agriculture, 1979.** 16,400 farms covering 2,780,000 acres. Total farm receipts \$770,000,000. Most valuable farm products: broiler chickens, \$261,000,000; field crops, \$179,426,000; dairy products, \$171,665,000. Most valuable crops: corn, \$71,610,000; soybeans, \$48,547,000; tobacco, \$32,525,000. Workers on farms, 32,000.

**Mineral Production, 1977.** Stone, 16,736,000 short tons, value \$49,772,000; sand and gravel, 11,702,000 short tons, value \$29,562,000; bituminous coal, 3,280,629 tons, value \$82,075,725; clays (except ball clay) 893,000 short tons, value \$2,344,000; natural gas, 82 million cubic feet, value \$32,000; peat, 3,000 tons; value of mineral production that cannot be itemized, \$50,405,000; total value of all mineral production, \$215,098,725.

**Seafood Production, 1979.** Fish, 11,676,400 pounds, dockside value \$2,883,071; crabs, 25,766,013 pounds, dockside value \$6,791,136; oysters, 2,100,204 bushels, dockside value \$17,120,385; clams, including soft-shell, hard-shell, and surf, 10,660,300 pounds, dockside value \$9,866,816. Maryland leads the nation in oyster production, ranks second in blue crabs, and ranks fifteenth in commercial seafood landings.

**Port of Baltimore, 1979.** One of the leading ports in the United States, handling nearly 60,000,000 tons of cargo in 1979. Foreign commerce totaled

38.5 million tons. Baltimore is the second-ranked container cargo port on the East Coast of the United States, with more than 4.4 million tons moved during 1979. Baltimore is also one of the largest ports of entry for the importation of automobiles in the world, with over 230,000 units arriving during the year. Other chief imports are ore, chemicals, petroleum products, gypsum rock, lumber, rolled and finished steel products, fertilizers and materials, unrefined copper, inedible molasses, sugar, and general cargo. Chief exports are grains, machinery, coal and coke, iron and steel scrap, iron and steel semifinished products, earth moving equipment, fertilizers, and general cargo. The World Trade Center in Baltimore, headquarters for the Port, serves as the center of international commerce for the region.

**State Airports.** The state owns and operates two airports, Baltimore-Washington International (BWI) and Glenn L. Martin State Airport. Recent expansions of the BWI terminal building and addition of nine carriers (international, domestic, and commuter) have contributed to significant growth of passenger traffic. The airport also handled approximately 144 million pounds of freight in 1979. When expansion is complete, BWI will be one of the most attractive and efficient airports in the world, capable of accommodating 11.2 million passengers each year. Glenn L. Martin State Airport is a general aviation facility primarily for private and corporate aircraft.

**State Railroads.** The state currently runs four commuter and eleven freight lines. The commuter lines include two Baltimore-Washington lines, one Brunswick-Washington line, and the "Chesapeake" line, connecting Pennsylvania, Delaware, and Maryland. Freight lines include eight on Maryland's Eastern Shore. The five Class I railroads presently operating in Maryland cover almost 900 route miles.

**Incorporated Cities Over 10,000, 1970.** Baltimore, 905,759; Rockville, 41,564; Hagerstown, 35,862; Bowie, 35,028; Cumberland, 29,724; Annapolis, 29,592; College Park, 26,156; Frederick, 23,641; Takoma Park, 18,433; Greenbelt, 18,199; Salisbury, 15,252; Hyattsville, 14,998; New Carrollton, 13,395; Aberdeen, 12,375; Cambridge, 11,595; and Laurel, 10,525.

**Unincorporated Areas Over 20,000, 1970.** Dundalk, 85,377; Towson, 77,779; Silver Spring, 77,496; Bethesda, 71,621; Wheaton, 66,247; Catonsville, 54,812; Glen Burnie, 38,608; Essex, 38,193; Chillum, 35,656; Randallstown, 33,683; Parkville, 33,589; Suitland-Silver Hill, 30,355; Woodlawn-Woodmoor, 28,821; Pikesville, 25,395;